ODS 72

OBSTRUCTION DATA SHEET

ODS 72
NATRONA COUNTY INTERNATIONAL AIRPORT
CASPER, WYOMING

DIGITIZED FROM

OC 72
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C55.411/3:

OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)

2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway - nonprecision instrument approach with visibility minimums as low as 3/4 mile
PIR ...... Precision instrument runway
SUPLC ... Supplemental C underlying a B(V)

FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.

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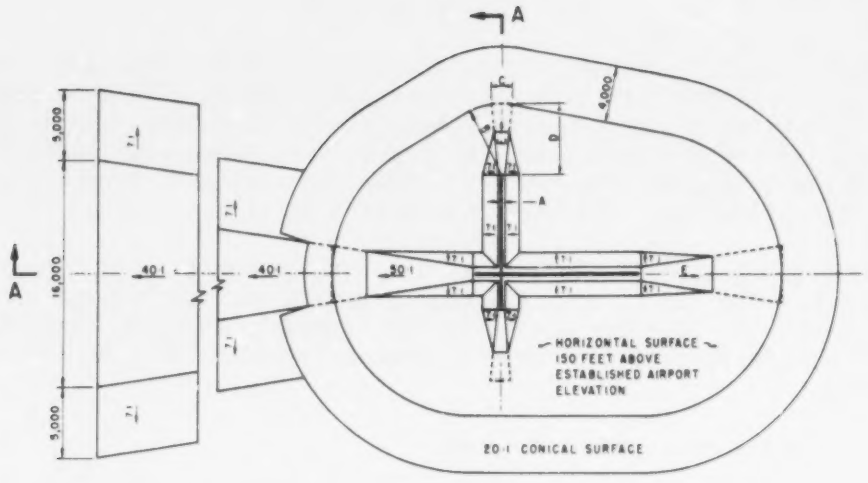
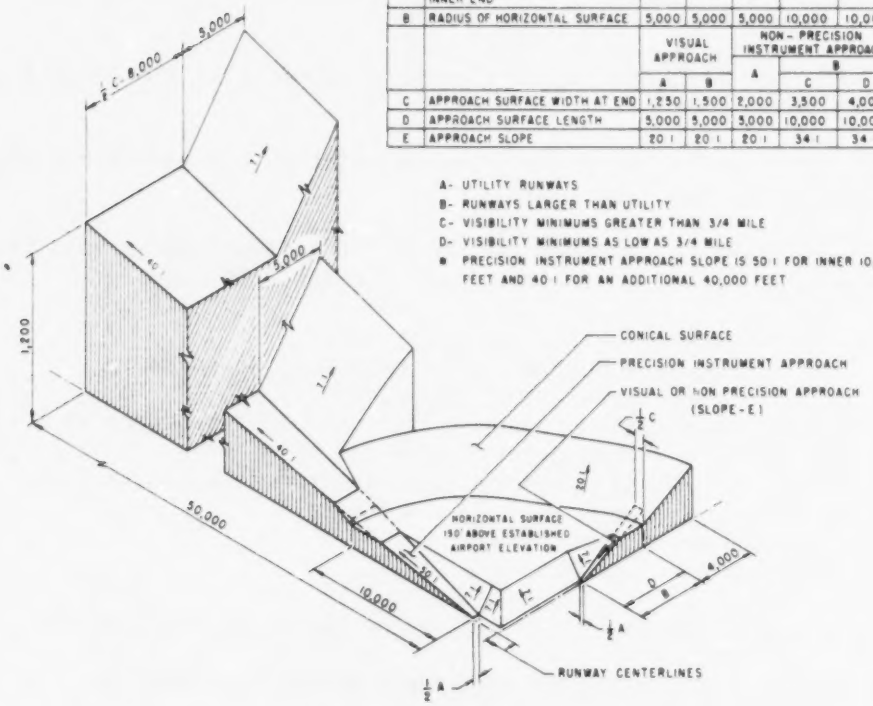


DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X[1] X[2] XXXX/XXXX[3] XXXXXX.XXX[4] XXXXXXX.XXX[4] XXXXXXX[5] XXXX/XXXX[6] XXXXXX.XXX[7] XXXXXXX.XXX[7]

OBJECT	LAT	LONG	A[8]	ELEV[9]	AGL[10]	HAR[11]	HAT[11]	HAA[11]	DEND[12]	DTHR[12]	DCLN[12]	PNTR[13]
XXXXXXXXXX	XXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXX	XXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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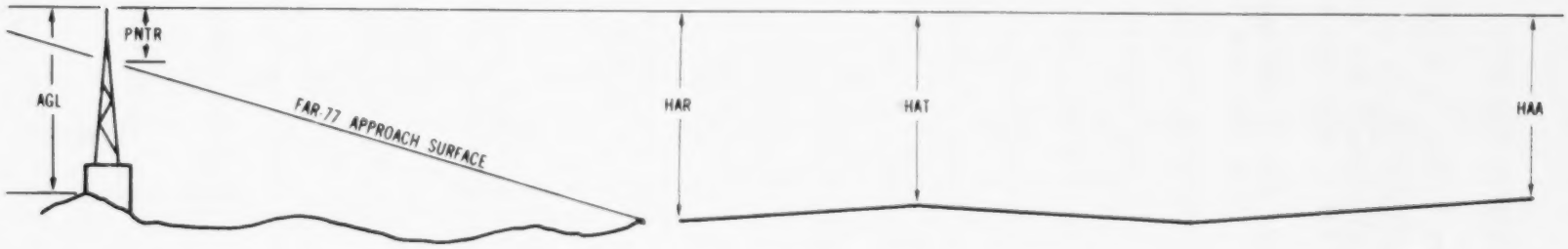
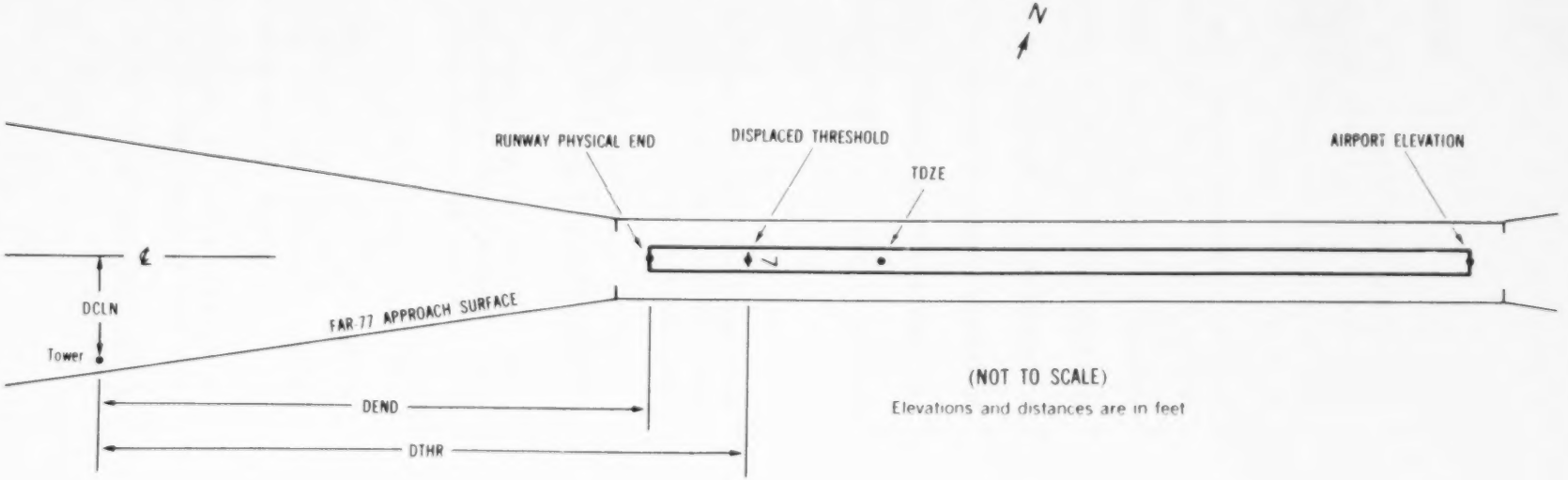




(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

[1] Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.

[2] For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)

[3] Reference runway approach physical end elevation/touchdown zone elevation

[4] Latitude and longitude of reference runway approach physical end

[5] Reference runway geodetic azimuth reckoned clockwise from south

[6] Reference runway displaced threshold elevation/touchdown zone elevation

[7] Latitude and longitude of reference runway displaced threshold

[8] Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20

[9] Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.

[10] Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ±10 feet.

[11] HAA - Height above airport
HAR - Height above reference runway approach physical end
HAT - Height above reference runway touchdown zone elevation

[12] DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.

A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.

[13] PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

OC0072

AIRPORT ELEVATION 5348

3 PIR 5321/5325 425336.334N 1062827.942W 2235339

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	425442.21	1062656.48	1A	5330		9	5	-18	-9526		280R	5
SIGN	425436.10	1062714.48	1A	5331		10	6	-17	-8152		256L	5
OL ON WINDSOCK	425413.50	1062734.13	1A	5347		26	22	-1	-5489		277R	21
WINDSOCK	425351.05	1062801.09	1A	5338		17	13	-10	-2459		408R	14
OL ON LIGHTED WINDSOCK	425340.84	1062815.76	1A	5329		8	4	-19	-957		337R	7
OL GLIDE SLOPE	425345.60	1062823.27	1A	5361		40	36	13	-917		400L	39
POLE	425329.75	1062843.42	1A	5337		16	12	-11	1279		368L	-6

21 C 5321/5326 425451.750N 1062649.212W 0435447

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL GLIDE SLOPE	425345.60	1062823.27	1A	5361		40	35	13	-9680		400R	39
OL ON LIGHTED WINDSOCK	425340.84	1062815.76	1A	5329		8	3	-19	-9640		337L	7
WINDSOCK	425351.05	1062801.09	1A	5338		17	12	-10	-8138		408L	14
OL ON WINDSOCK	425413.50	1062734.13	1A	5347		26	21	-1	-5108		277L	21
SIGN	425436.10	1062714.48	1A	5331		10	5	-17	-2445		256R	5
OL ON LIGHTED WINDSOCK	425442.21	1062656.48	1A	5330		9	4	-18	-1070		280L	5
OL ON LOCALIZER	425456.02	1062643.62	1A	5324		3	-2	-24	600		0R	-9

OC0072

AIRPORT ELEVATION 5348

8 PIR 5341/5341 425430.623N 1062852.690W 2685308

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
SIGN	425436.10	1062714.48	1A	5331		-10	-10	-17	-7318		414L	5
OL ON VISIBILITY BOARD	425426.91	1062749.37	1A	5347		6	6	-1	-4704		467R	12
OL GLIDE SLOPE	425434.46	1062826.01	1A	5368		27	27	20	-1993		350L	29
WINDSOCK	425428.04	1062826.84	1A	5348		7	7	0	-1919		299R	9
BUSH	425433.72	1062836.87	1A	5344		3	3	-4	-1183		291L	4
BUSH	425433.45	1062844.52	1A	5346		5	5	-2	-613		274L	6

26 C 5320/5332 425432.273N 1062656.128W 0885428

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	425433.45	1062844.52	1A	5346		26	14	-2	-8063		274R	6
BUSH	425433.72	1062836.87	1A	5344		24	12	-4	-7493		291R	4
WINDSOCK	425428.04	1062826.84	1A	5348		28	16	0	-6758		299L	9
OL GLIDE SLOPE	425434.46	1062826.01	1A	5368		48	36	20	-6684		350R	29
OL ON VISIBILITY BOARD	425426.91	1062749.37	1A	5347		27	15	-1	-3972		467L	12
SIGN	425436.10	1062714.48	1A	5331		11	-1	-17	-1358		414R	5
OL ON LOCALIZER	425432.46	1062642.67	1A	5320		0	-12	-28	1001		0L	-24

12 A(V) 5348/5348 425511.991N 1062811.580W 3135350

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POST	425514.30	1062814.84	1A	5353		5	5	5	337		0L	-2

OC0072

AIRPORT ELEVATION 5348

30 A(V) 5318/5327 425412.511N 1062647.511W 1335447

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	425410.00	1062643.96	1A	5318		0	-9	-30	367		0R	-8

17 A(V) 5348/5348 425512.563N 10628 9.794W 3585621

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR

*** N O O B S T R U C T I O N S ***

35 A(V) 5325/5336 425356.582N 10628 7.880W 1785622

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR

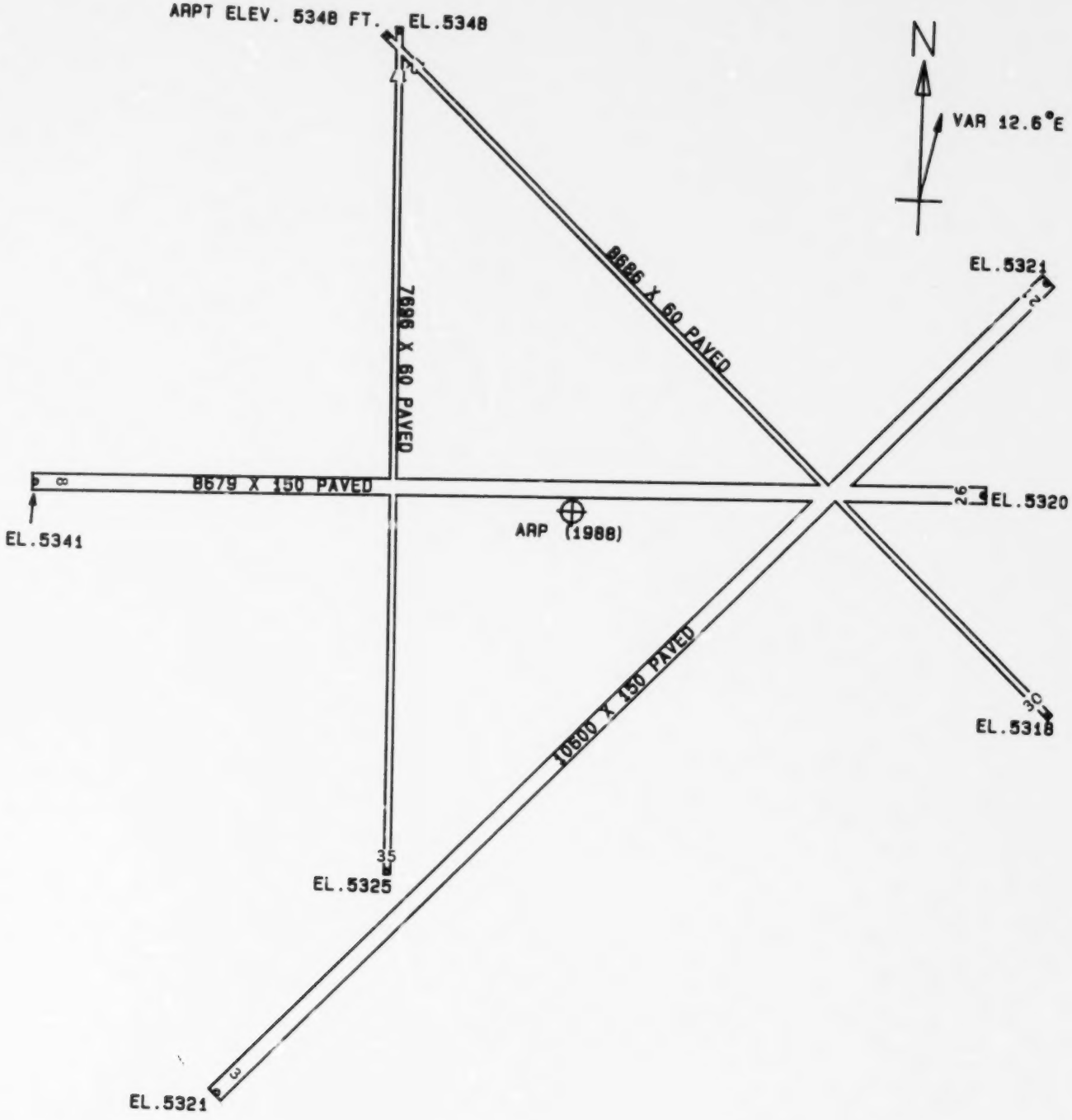
*** N O O B S T R U C T I O N S ***

OC0072

AIRPORT ELEVATION 5348

ARP 425429.582N 1062746.762W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ROD ON DF ANTENNA	425421.25	1062742.01	1A	5349		1	144 39	914
ROD ON OL ANEMOMETER	425417.07	1062748.87	1A	5351		3	174 28	1276
ANTENNA ON OL CONTROL TR	425412.21	1062722.39	1A	5397		49	121 30	2526
RTR TOWER	425410.68	1062719.44	1A	5371		23	120 40	2792
TOWER	425423.53	1062827.01	1A	5376		28	245 50	3057
OL ON POLE	425352.33	1062748.58	1A	5403		55	169 27	3774
OL ON POLE	425348.81	1062753.40	1A	5402		54	174 14	4157
FENCE	425411.54	1062650.42	1A	5322		-26	100 56	4574
FENCE	425410.86	1062649.67	1A	5321		-27	101 26	4653
TOWER	425423.11	1062848.77	1A	5372		24	249 20	4661
TOWER	425334.65	1062843.99	1A	5341		-7	204 51	7005



TOUCHDOWN ZONE RUNWAY	ELEVATION
3	5325
21	5326
8	5341
26	5332
12	5348
30	5327
17	5348
35	5336

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CASPER, WYOMING

(NOT TO SCALE)